

December 14, 2020



ZOOM MEETING GUIDELINES AND FORMAT

- Everyone is muted by default.
- Participants will not be able to share their screen.
- The chat function is enabled for questions chats will go to the host.
- The meeting is being recorded and will be posted to the Town's website by early the following week for additional participation after the meeting and for those who could not attend.
- Participants may raise their hand via Zoom to ask a question specifically during the Open Q&A segment of the forum. They will be called on in the order that the hands are raised. Town staff will unmute them and call on them to speak.
- Zoom overview:
 - Mute and unmute buttons are in the lower left corner of the Zoom screen
 - Raise hand feature: Go to the Participants list, and the raise hand feature is on the lower right, under the list of participants.
 - For people calling in by phone, *9 controls mute/unmute and *6 is to raise your hand.
 - It is preferred that people turn on their video during Q & A and the breakout groups, so it is more like a conversation, but it is not required.







WE PUT PEOPLE FIRST

Developing transportation systems to promote broader community goals of mobility, equality, economic development, and healthy living.









TRANSPORTATION

AND SAFETY





















WHAT IS CONNECT ARLINGTON?

- 20-year vision for the development of the transportation system in Arlington with a focus on improvements to existing system, equity, new technologies, and other innovations
- Builds upon Traffic & Circulation section of the Master Plan and other existing Town policies for Complete Streets and Traffic Rules and Regulations
- Develop priorities and recommendations for projects, programs, and policies
- Covers all aspects of transportation: walking, biking, public transit, driving, micromobility

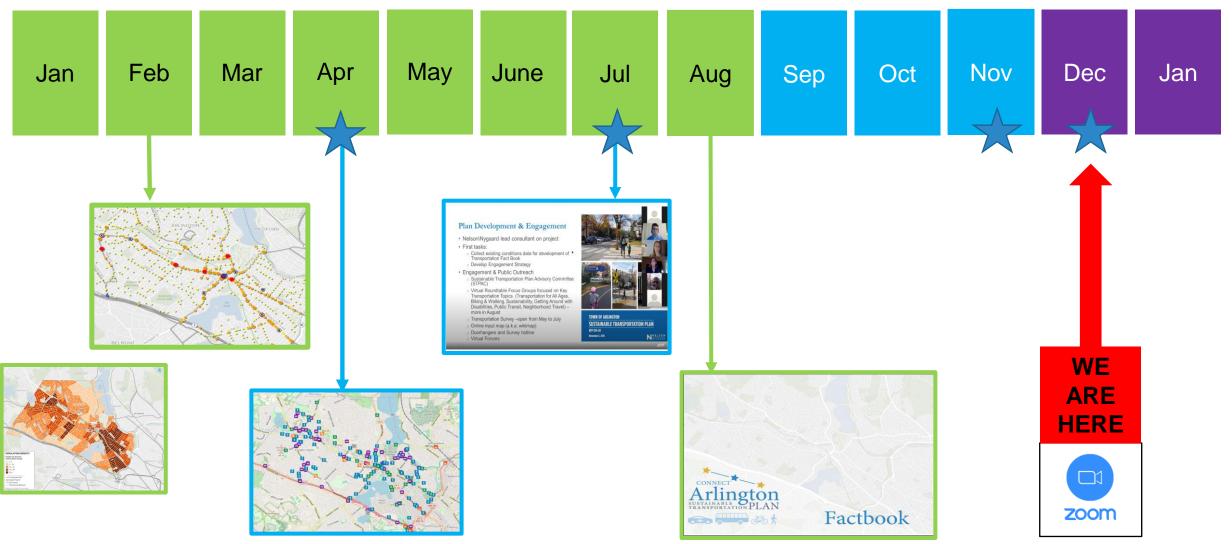








WHERE ARE WE IN THE PROCESS?



ZOOM POLLING

How it works?

Question #1:

Do you live and/or work in Arlington?

- 1) Live
- 2) Work
- 3) Live and Work (5 days a week)
- 4) Live and Work (some days)
- 5) Neither

Question #2:

How old are you?

- 1) Under 18
- 2) 18 34
- 3) 35-49
- 4) 50-64
- **5**) 65-79
- 6) 80 or older

DEVELOPMENT OF DRAFT STRATEGIES

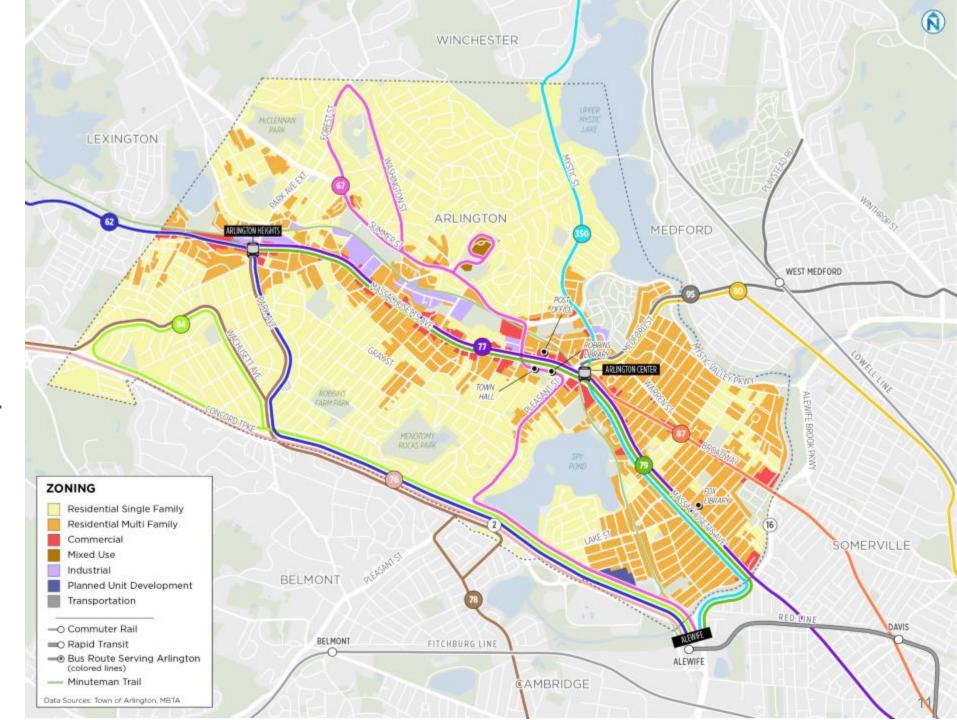
Summary from Working Draft

Geography
influences land
use, which
influences
transportation
choice

Flatter areas include higher density housing and commercial activity.

Hilly areas tend to be single family in character.

Transit corridors (and Minuteman Trail...a former rail right of way) run through valley.

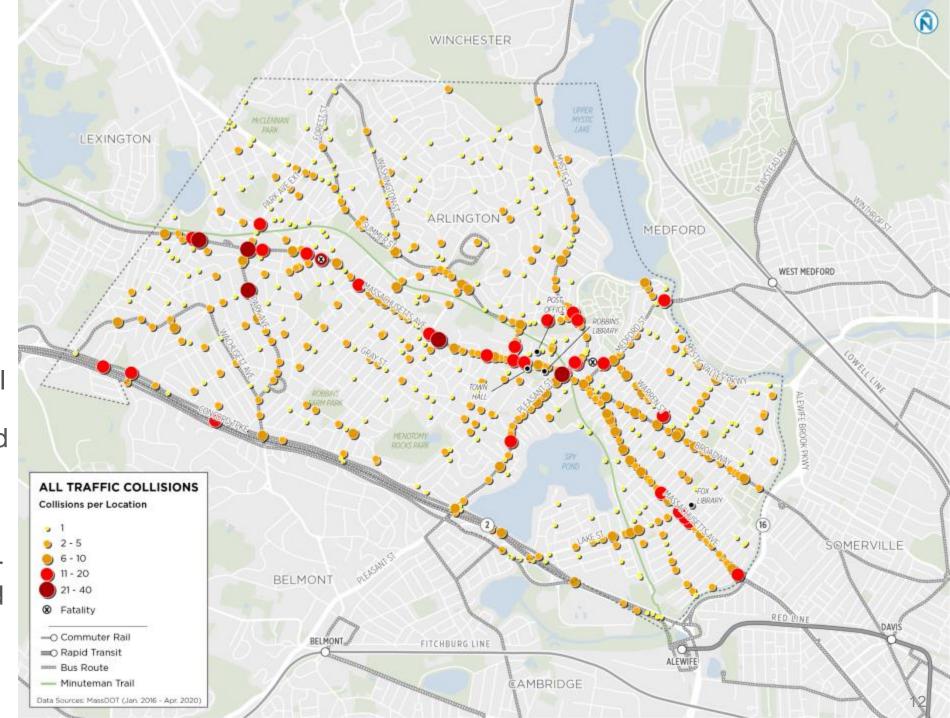


Traffic Collisions on Major and Local Streets

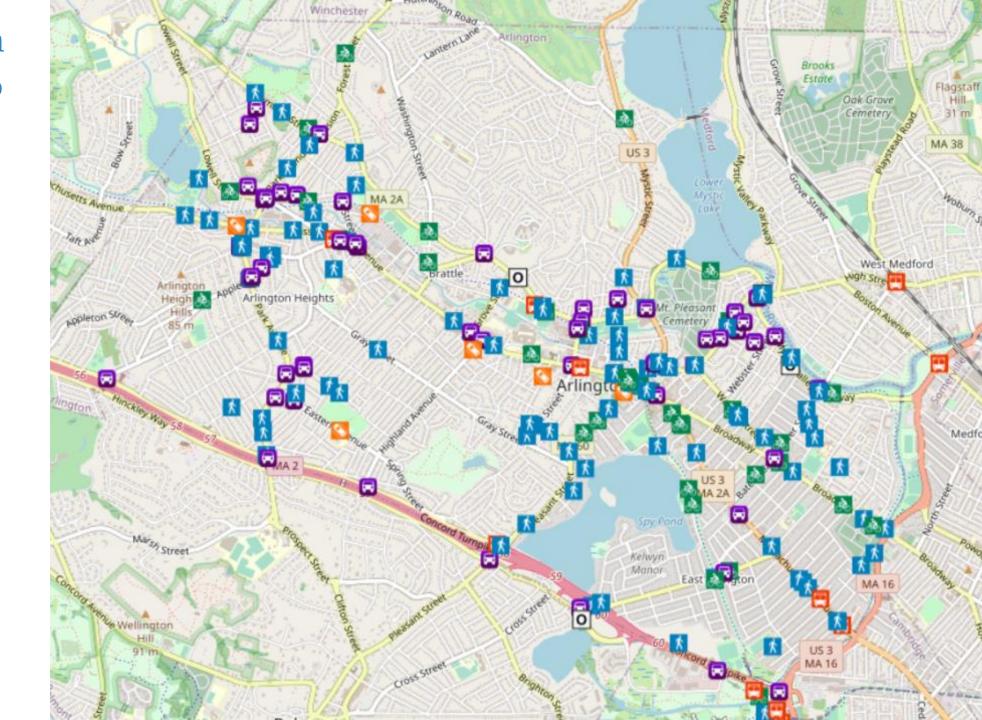
1,996 crashes recorded between January, 2016 and April, 2020.

Includes most recent fatal crashes at Chestnut St and Chestnut Terrace and Mass Ave and Appleton as well.

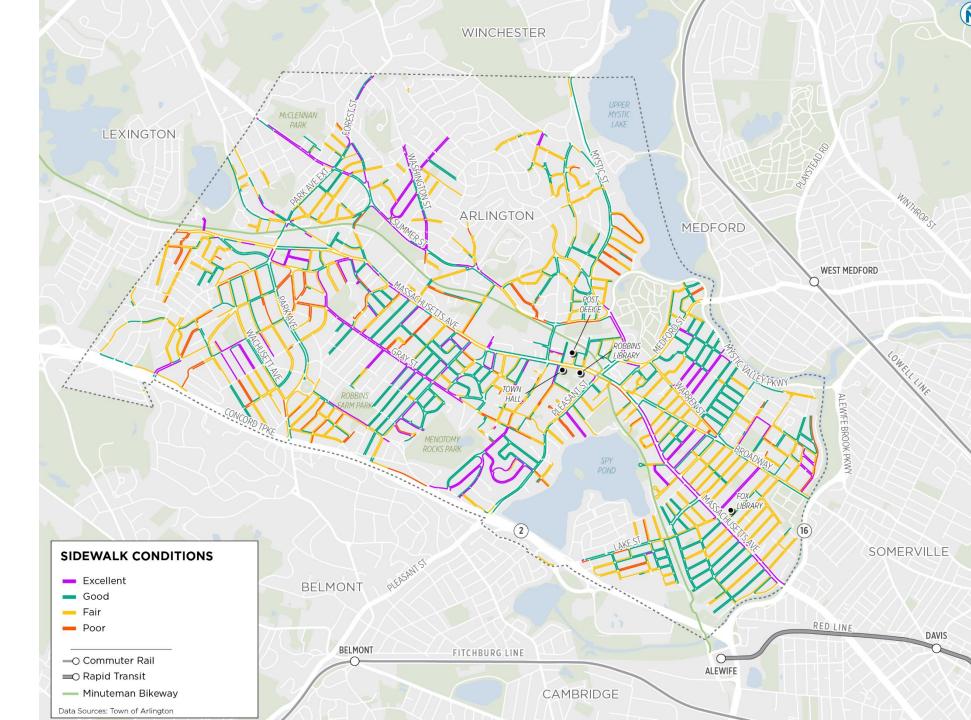
Although most crashes are clustered along major streets like Mass Ave and Broadway, there are many crashes recorded in the neighborhoods.



Transportation Feedback Map



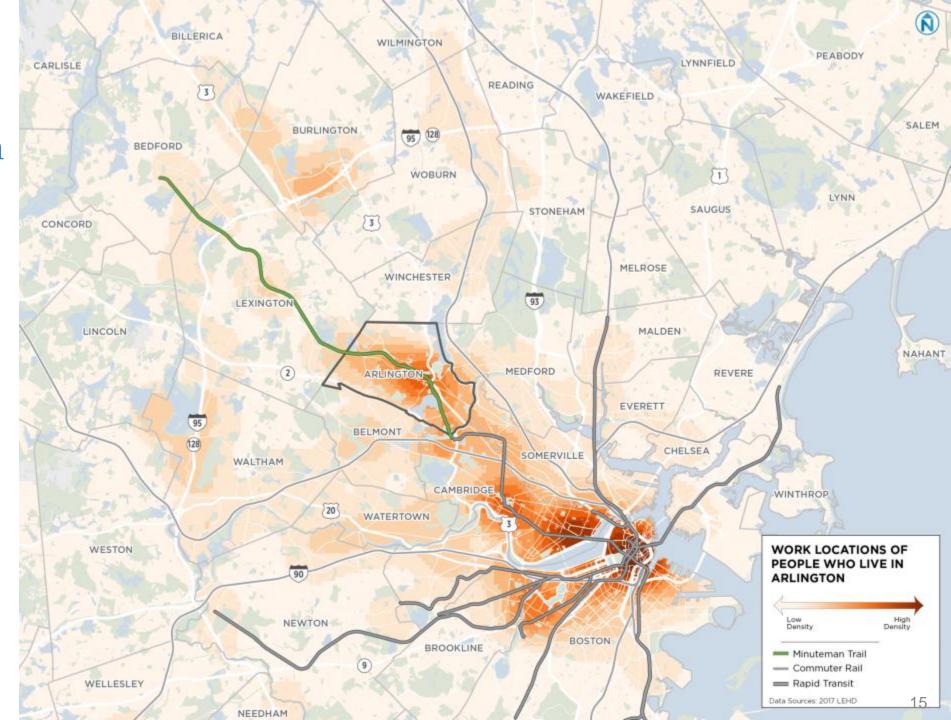
Pedestrian conditions vary



Commuting patterns: Where Arlington residents work

Many residents work along transit routes.

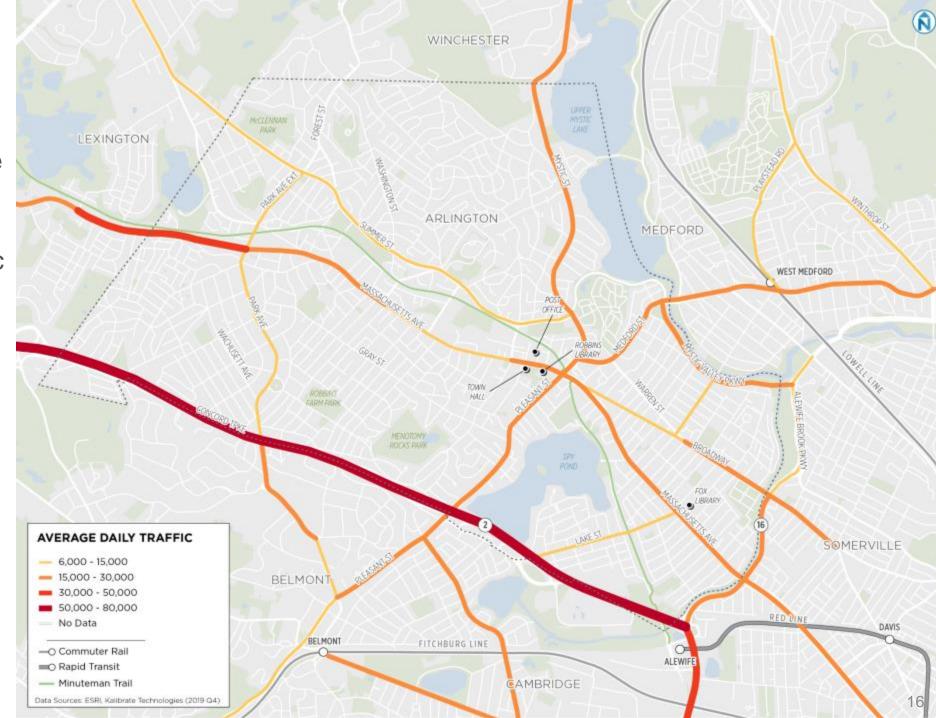
But half drive to locations throughout the region.



Traffic volumes

Historical volumes highlight which routes are most used.

- Traffic volumes show considerable car traffic along key arterials.
- Alleviating congestion while providing multimodal accommodations a challenge.

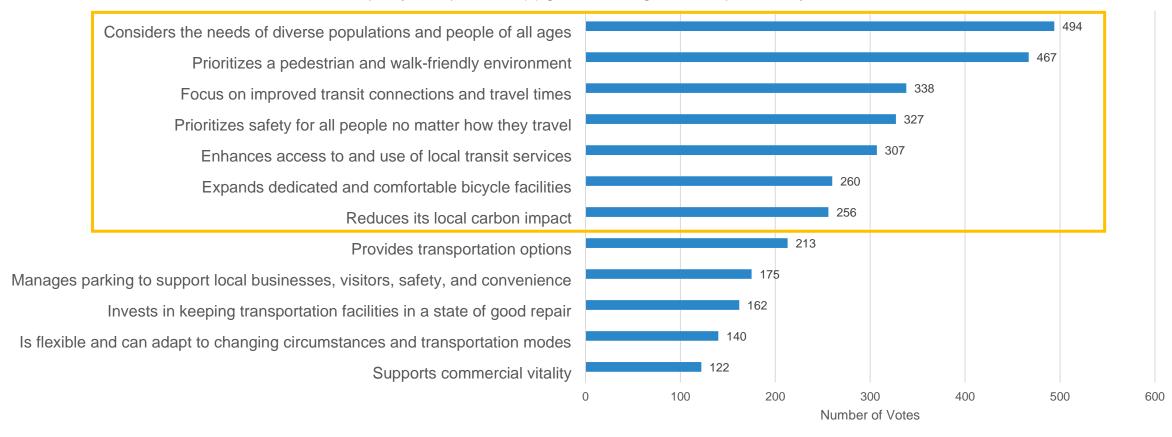


Vision and Goals

VISION DEVELOPED WITH INPUT FROM PUBLIC

Transportation plays many roles in supporting Arlington's future - help us prioritize which are most important to you.

Please pick your top THREE (3) goals for Arlington's transportation system.



CONNECT ARLINGTON VISION AND GOALS

In 20 years, Arlington is a community that offers a transportation network that provides...

- Safe facilities for all users, no matter how they travel.
- Mobility options that meet the needs of diverse populations and people of all ages and abilities.
- A pedestrian first, walk-friendly environment.
- A low-stress bicycle network connecting people in all areas of Arlington on dedicated, comfortable facilities.
- A transit rich environment with more local and regional options, improved connections, reduced travel times and enhanced user comfort for all who live, work and visit Arlington.
- A system that reduces the climate impacts from travel in Arlington through sustainable roadway design and incentivizing reduction in drive-along trips.
- Infrastructure and policies that support the local economy, including efficient movement of goods and services.

A PARADIGM SHIFT IN HOW WE THINK ABOUT AND PLAN TRANSPORATION

- Pedestrian First
- Active Transportation Priority
- Moving More People More Efficiently
- Incorporating New Technologies
- Driving When Necessary



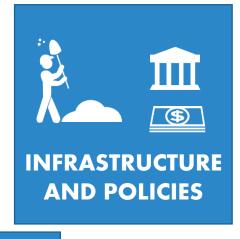
DRAFT STRATEGIES

PLAN GOALS TRANSLATE TO STRATEGIES















SAFE FACILITIES FOR ALL

STRATEGY: Adopt a Vision Zero policy.



TRADITIONAL APPROACH

Traffic deaths are INEVITABLE

PERFECT human behavior

Prevent COLLISIONS

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VISION ZERO

Traffic deaths are PREVENTABLE

Integrate HUMAN FAILING in approach

Prevent FATAL AND SEVERE CRASHES

SYSTEMS approach

VS

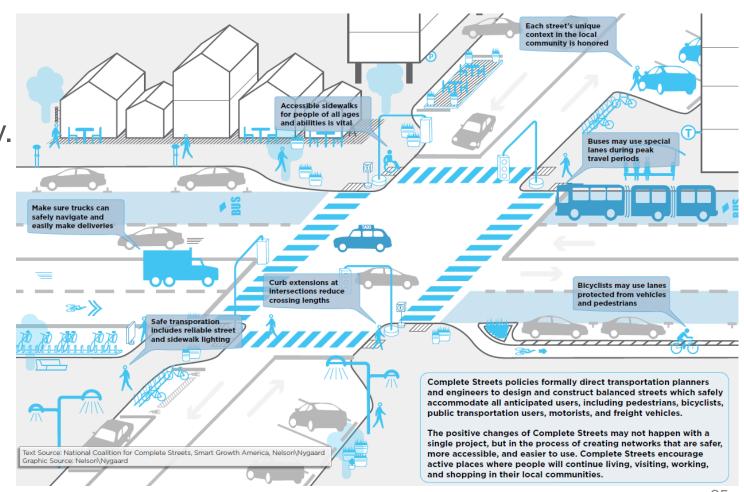
Saving lives is **NOT EXPENSIVE**

STRATEGY: Ensure all roadway design projects adhere to the Town's adopted Complete Streets policy.

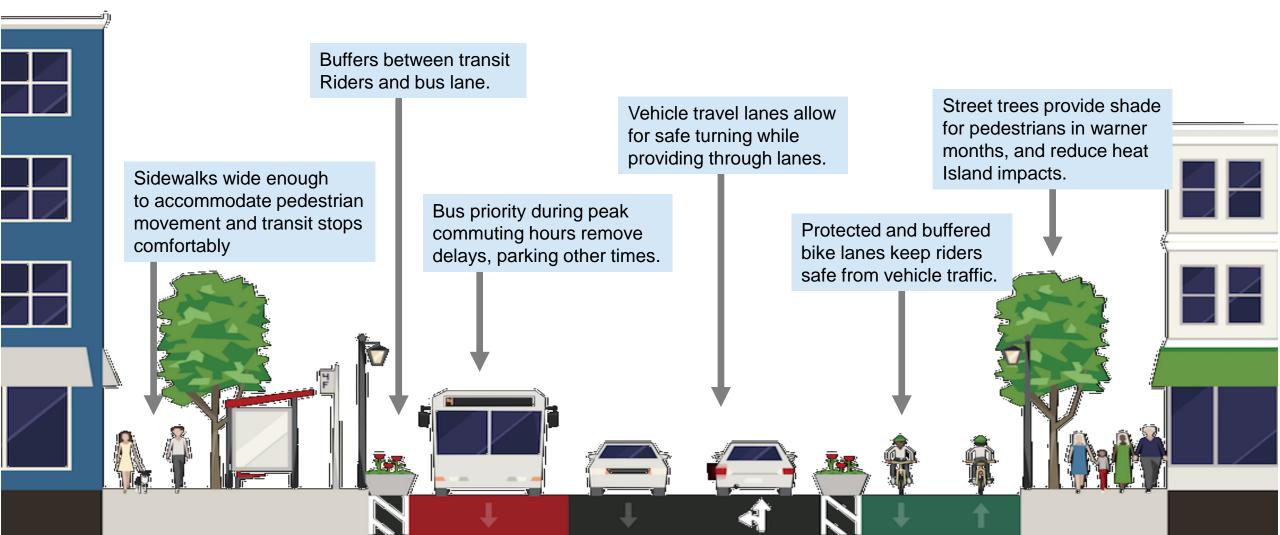
Ensures all roadway design projects adhere to the Town's adopted Complete Streets policy.

Prioritizes safety for all:

- Pedestrians
- Bicyclists
- Drivers
- Transit Riders

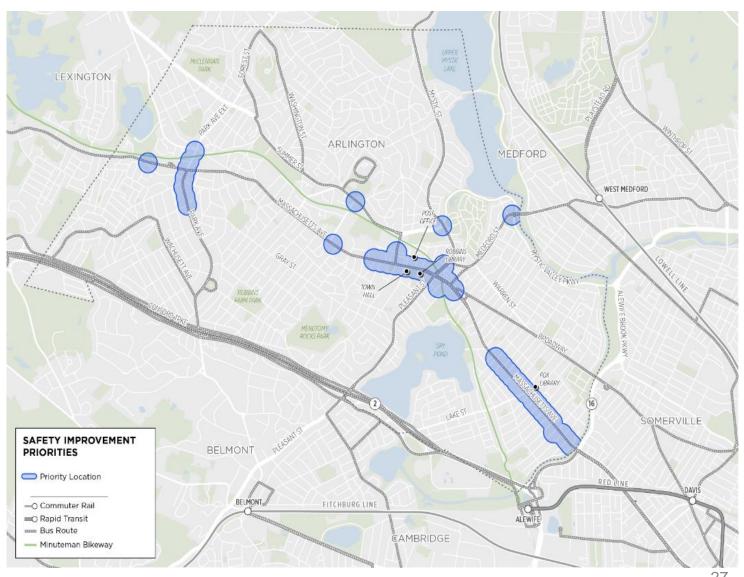


Complete Streets – Designing roads for all users makes them safer for all.



STRATEGY: Prioritize investments to improve safety at intersections and along road segments with the greatest user conflicts.

- Prioritize intersections where improvements have not yet occurred.
- Track safety data where improvements have occurred.



STRATEGY: Minimize pedestrian crossing distances to increase visibility at intersections where crashes involving pedestrians are highest.





STRATEGY: Enhance lighting at intersections and other crossings to focus on pedestrians.





STRATEGY: Develop educational programs that promote safe travel by ALL users.





Potential Example: Share the Path

ZOOM POLL:

Which strategy would you prioritize to enhance safety?

- Adopt a Vision Zero policy.
- Ensure all roadway design projects adhere to the Town's adopted Complete Streets policy.
- Prioritize investments to improve safety at intersections and along road segments with the greatest user conflicts.
- Develop educational programs that promote safe travel by ALL users.

STRATEGY: Continue to allocate funding to implement transportation improvement projects, including those identified in the Town's recently updated Americans with Disabilities Act (ADA) Transition Plan



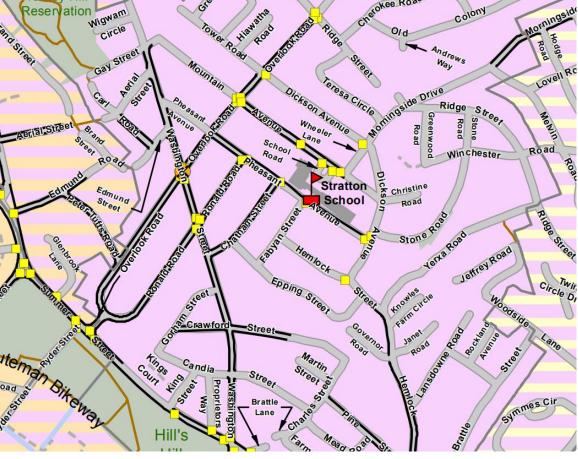
STRATEGY: Require all sidewalks to be constructed with materials that are accessible to all.





STRATEGY: Continue to develop and implement Safe Routes to School projects and programs.





STRATEGY: Explore opportunities to improve access to and increase capacity,

safety on the Minuteman Bikeway.



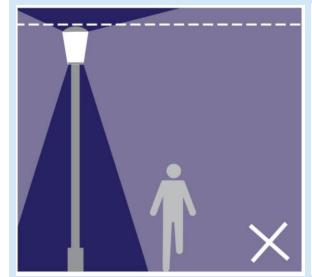




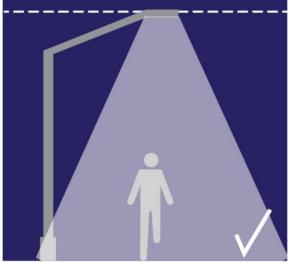
STRATEGY: Prioritize opportunities to separate bicyclists from pedestrians to both expand capacity and enhance comfort and safety.



STRATEGY: Install lighting to increase visibility and safety during dark hours.

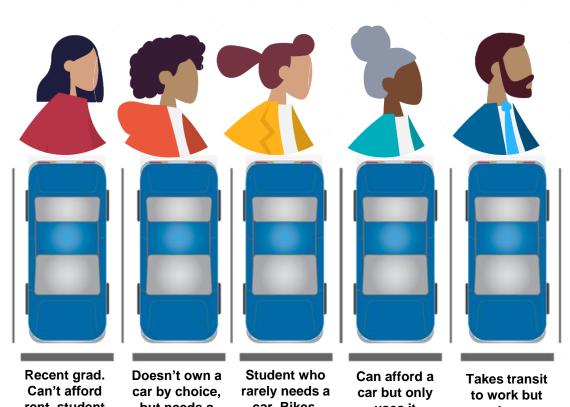


Non- Shielded Fixtures: Create light pollution affecting abutters.



Full Cut-Off Fixtures:
Direct light onto the path,
not abutters property.

STRATEGY: Increase car-share availability and membership in Arlington.



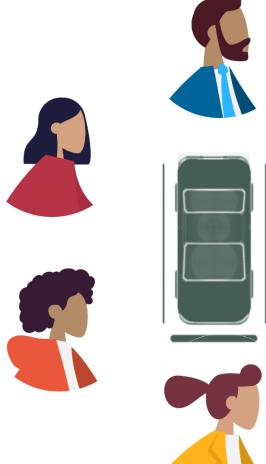
rent, student loans and a car

but needs a occasionally

car. Bikes, walks or grabs a TNC

uses it periodically

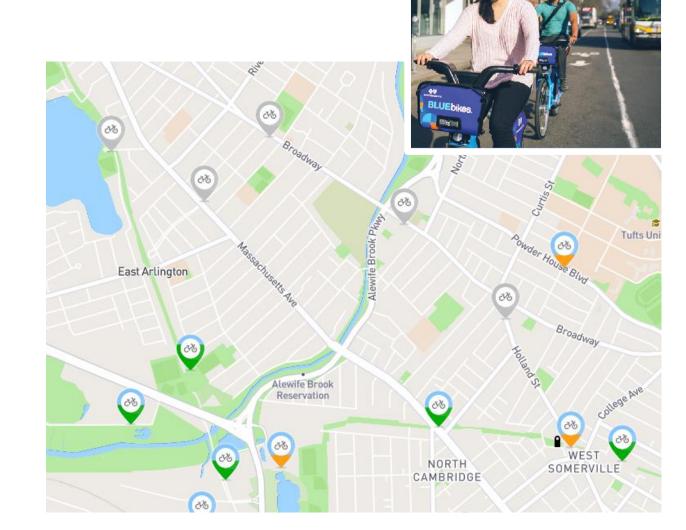
needs a car periodically





STRATEGY: Promote and expand bicycle share.

- Advocate for full-year service at all stations in Arlington.
- Identify additional funding for more stations to increase access and convenience.
- Provide free or subsidized memberships to those in need.



STRATEGY: Expand transportation options to Arlington residents and workers through local shared transportation programs and services.

STRATEGY: Continue to partner with local taxi service, or partner with TNCs (e.g. Uber and Lyft) to provide door-to-door connectivity, including subsidized rides to qualifying residents.



STRATEGY: Explore opportunities to launch a local transit service through contracting with a third-party micro-transit service.



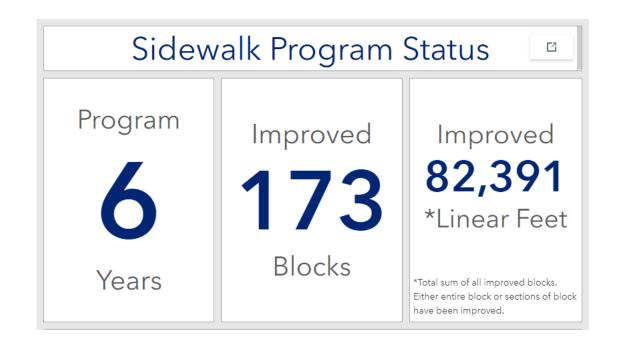
ZOOM POLL:

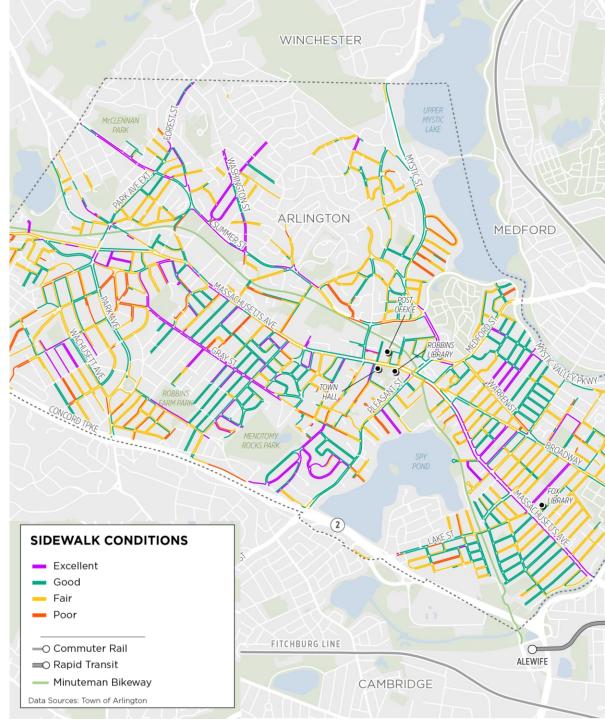
Which strategy would you prioritize to improve mobility for all in Arlington?

- Continue to allocate funding to implement ADA improvements.
- Require all sidewalks to be constructed of materials that are accessible to all.
- Continue to develop and implement Safe Routes to School projects and programs.
- Explore opportunities to improve access to and increase capacity, safety on the Minuteman Bikeway.
- Increase car-share availability and membership in Arlington.
- Promote and expand bicycle share.
- Expand transit options to Arlington residents and workers through local shared transportation programs and services.

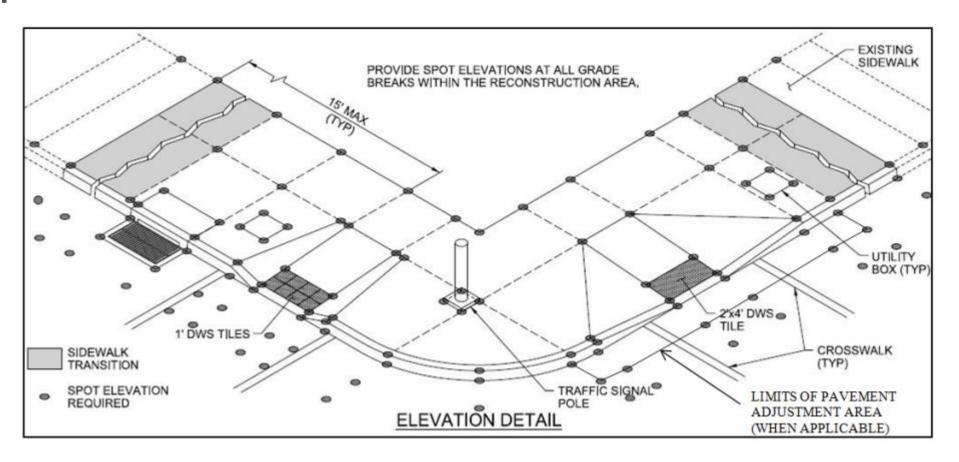
A PEDESTRIAN FIRST, WALK-FRIENDLY ENVIRONMENT

STRATEGY: Create and implement a sidewalk improvement program and communicate progress.

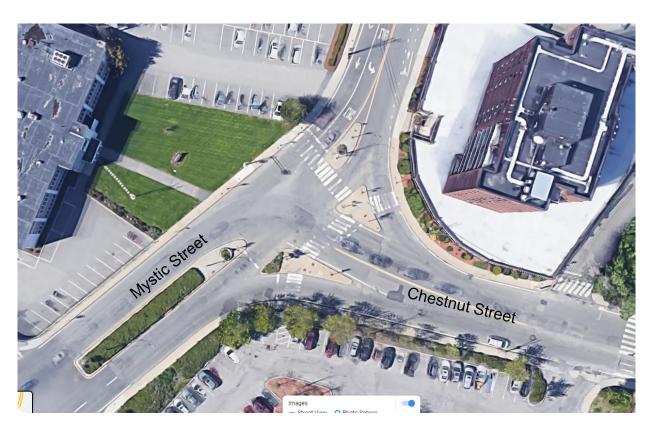




STRATEGY: Ensure all pedestrian facilities are fully accessible, ADA-compliant and maintained.



STRATEGY: Remove slip lanes to square intersections where feasible to improve pedestrian safety.



Slip lanes make walking dangerous because

... they enable vehicles to drive and turn at higher speeds

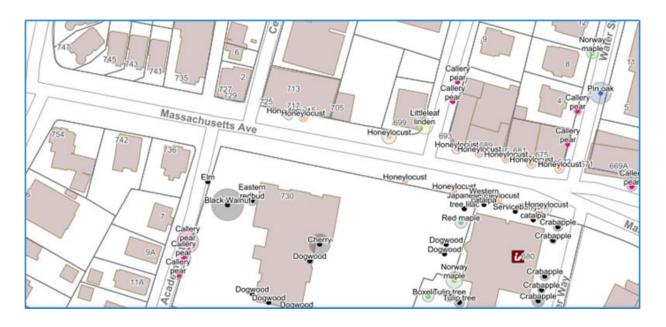
2 ... they increase the number and length of road crossings required

3 ... drivers don't automatically yield to people crossing when there is no other traffic control



STRATEGY: Expand and maintain the existing street canopy to improve pedestrian safety and comfort.

- Develop a street tree planting program and implement over time.
- Define policies and strategies to address sidewalk damage caused by roots to ensure sidewalks are accessible to all users, and free of tripping hazards.



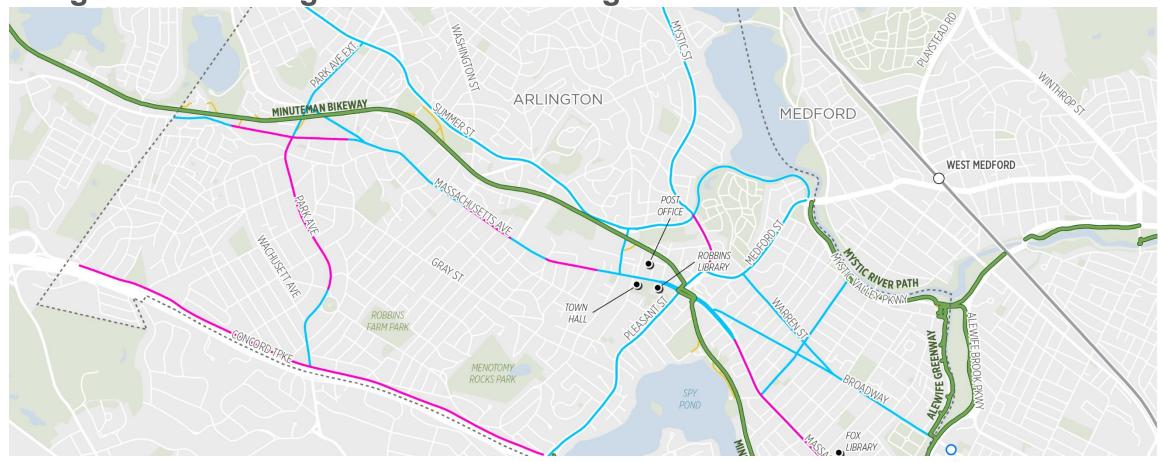
ZOOM POLL

Which strategy would you prioritize to make Arlington more walkable?

- Create and implement a sidewalk improvement program and communicate progress.
- Ensure all pedestrian facilities are fully accessible, ADA-compliant and maintained.
- Remove slip lanes to square intersections where feasible to improve pedestrian safety.
- Expand and maintain the existing street canopy to improve pedestrian safety and comfort.

A LOW-STRESS BICYCLE ENVIRONMENT

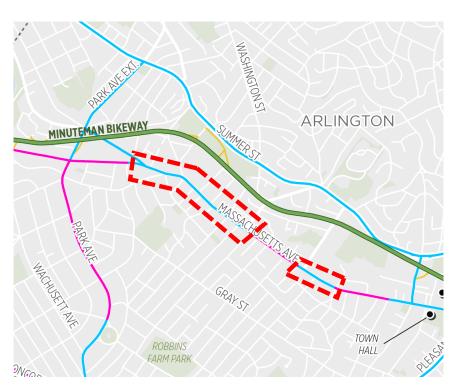
STRATEGY: Prioritize new bicycle facilities along corridors currently designated as Arlington's "Lane Sharing Network."

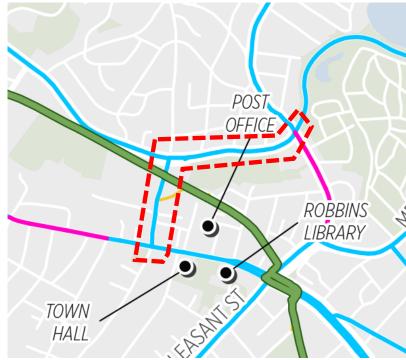


STRATEGY: Complete the bicycle lane network along all of Mass Ave.

STRATEGY: Prioritize new bicycle lanes connecting to existing bicycle facilities to build out a contiguous network.

STRATEGY: Prioritize bike lanes on corridors that serve schools and community facilities.







STRATEGY: Establish dedicated or preferred bike routes ("bike boulevards") on roadways that connect to neighborhoods and/or schools.

Bike Boulevard – preferred route along Orvis Road and Circle connects Mass Ave and Minuteman Bikeway

Lake Street between Mass Ave and Minuteman Bikeway and new on-street lanes has limited ROW to accommodate bicycle lanes..



STRATEGY: Add or upgrade bicycle parking along commercial corridors and at public facilities.



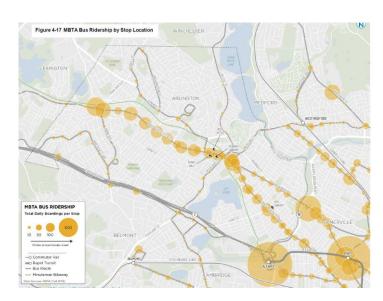
ZOOM POLL

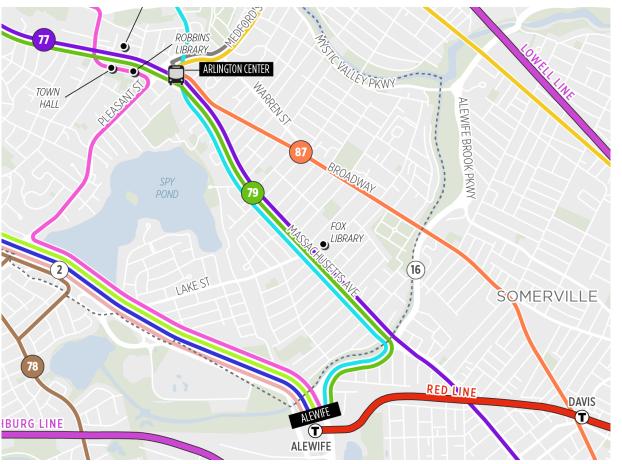
Which strategy would you prioritize to create a low-stress bicycle network?

- Complete the bicycle lane network along all of Mass Ave.
- Prioritize new bicycle lanes connecting to existing bicycle facilities to build out a contiguous network.
- Prioritize bike lanes on corridors that serve schools and community facilities.
- Establish dedicated or preferred bike routes ("bike boulevards") on roadways that connect to neighborhoods and schools.
- Add or upgrade bicycle parking along commercial corridors and at public facilities.

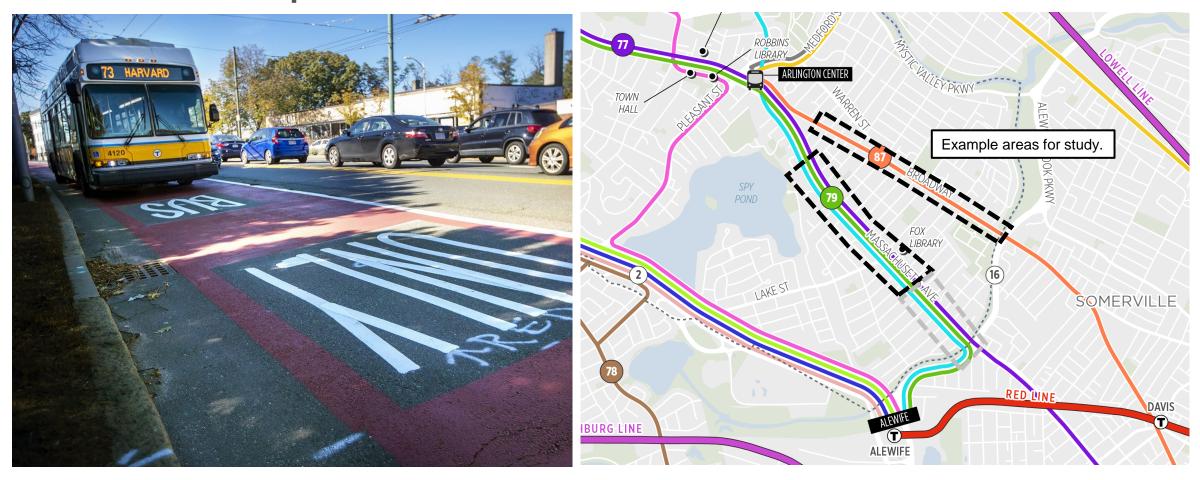
STRATEGY: (Advocate for) Increased bus frequency on highest ridership bus routes to reduce crowding and provide greater comfort.

- **MBTA Route 77**: 7,600+ riders/day
- **MBTA Route 79**: 1,200+ riders/day
- MBTA Route 350: 1,600+ riders/day





STRATEGY: Study potential for and implement more bus priority lanes to reduce transit trip times.



STRATEGY: Enhance the bus stop experience to provide greater comfort and increase convenience.

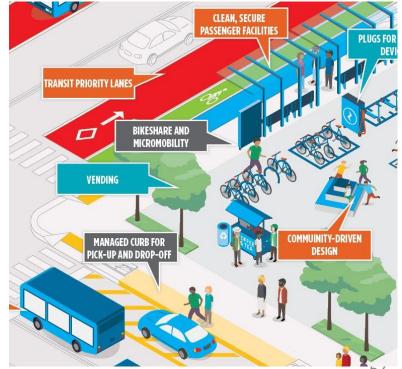
STRATEGY: Provide sufficient seating at or proximate to

MBTA bus stops.

STRATEGY: Provide bike parking at or proximate to all bus stops.





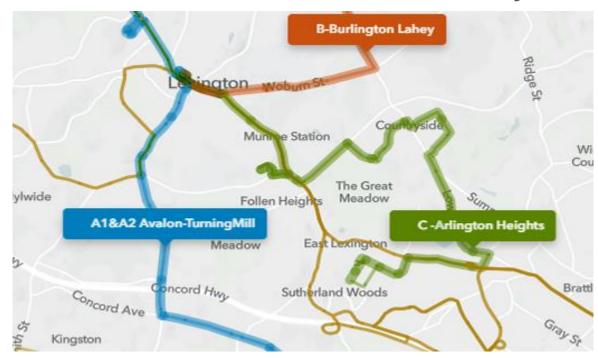


STRATEGY: Expand local transit options for Arlington residents and workers.

STRATEGY: Explore opportunity to launch local transit service through contracting with a third-party micro-transit service.



STRATEGY: Explore opportunities to partner with abutting communities to fund fixed-route services that enhance local connectivity



ZOOM POLL

Which strategy would you prioritize to create a transit-rich environment in Arlington?

- Advocate for increased bus frequency to reduce crowding and provide greater comfort?
- Study potential for and implement more bus priority lanes to reduce transit trip times.
- Enhance the bus stop experience to provide greater comfort and increase convenience.
- Expand local transit options for Arlington residents and workers.

REDUCED CLIMATE IMPACTS FROM TRAVEL IN ARLINGTON

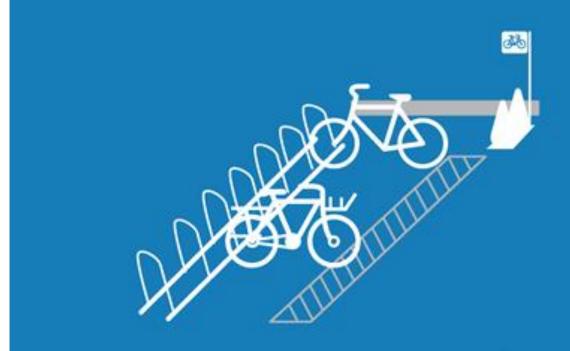
REDUCED CLIMATE IMPACTS FROM TRAVEL

STRATEGY: Manage travel demand to reduce single-occupancy vehicle trips and emissions.

STRATEGY: Continue to encourage and incentivize mixed-use, higher density development near transit and jobs.



STRATEGY: Consider zoning amendments that reduce the need to drive through parking maximums, increased bike parking.



REDUCED CLIMATE IMPACTS FROM TRAVEL

STRATEGY: Implement mobility recommendations included in the Town's Net Zero plan to reduce greenhouse gas emissions stemming from the transportation network and its users.

STRATEGY: Create and implement a plan to expand public electric vehicle charging at libraries, business districts, public parking and other facilities, both on- and off-street

STRATEGY: Adopt a zero-emissions municipal fleet and charging infrastructure plan and policy that commits to complete transition to zero emission vehicle purchases.



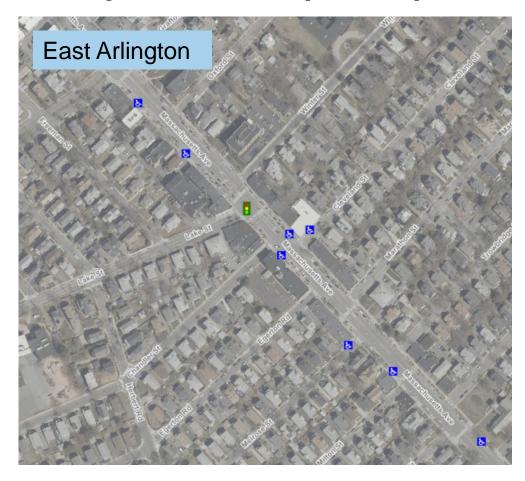


INFRASTRUCTUE AND POLICIES TO SUPPORT THE LOCAL ECONOMY AND RESIDENT QUALITY OF LIFE

STRATEGY: Consider changes to parking regulations and policies that more effectively manage public on- and off-street parking throughout Arlington.

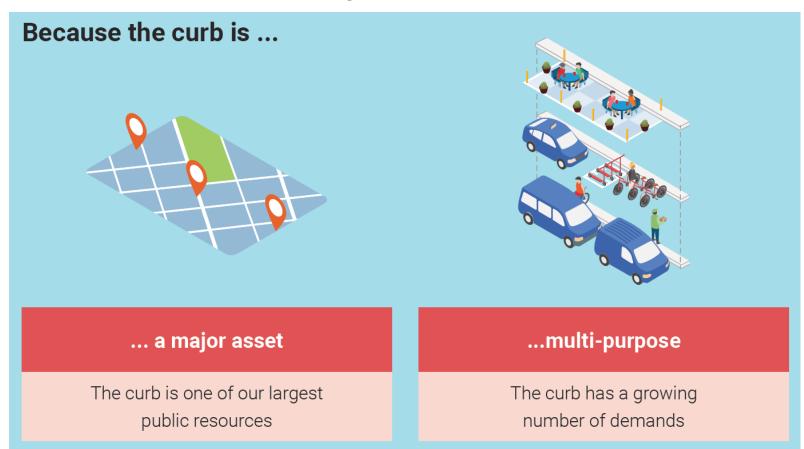


STRATEGY: Allocate funding to study parking along all of Mass Ave with an emphasis on Capitol Square/East Arlington and Arlington Heights.





STRATEGY: Rethink the curb and design it to support competing users and needs more effectively.





STRATEGY: Identify locations for dedicated curbside zones for pick-up and drop-off activity

Pick Up/Drop Off DRIVER MUST STAY WITH VEHICLE

STRATEGY: Designate additional locations to accommodate increased service and delivery needs.



STRATEGY: Repurpose onstreet parking where possible to prioritize other modes including bus and bicycle



ZOOM POLL

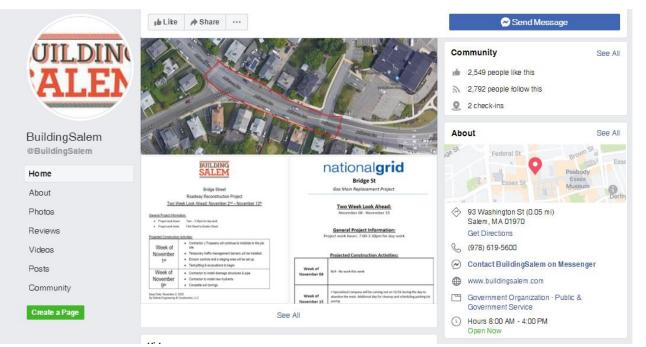
What would you prioritize to support the local economy and resident quality of life?

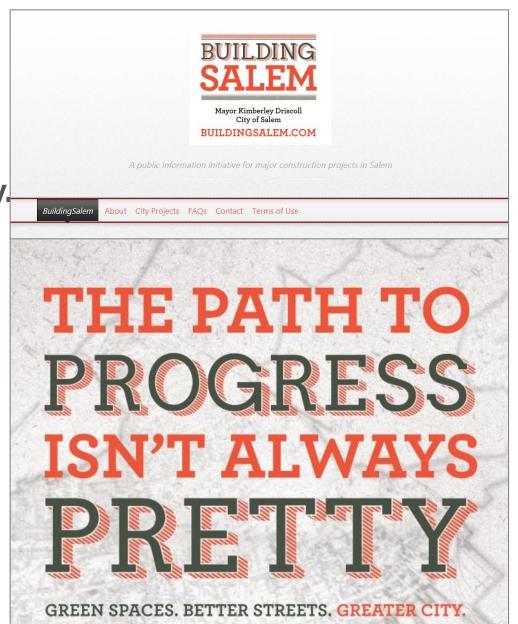
- Conduct additional studies to more efficiently manage parking along Mass Ave.
- Repurpose parking spaces for pick-up and drop off activity?
- Dedicate more areas for commercial delivery to reduce double parking?
- Repurpose on-street parking areas for other uses transit priority, bicycle lanes?

RESPONSIVE AND TRANSPARENT TRANSPORTATION DECISION-MAKING

RESPONSIVENESS AND TRANSPARENCY

STRATEGY: Effectively communicate transportation project updates, construction impacts and other service issues proactively.





RESPONSIVENESS AND TRANSPARENCY

Develop and regularly update a Local Transportation Improvement Program (LTIP)



STIP Investments Report

															STIP: 2021 - 2025 (D
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non Federal Funds	MPO Project Score	PSAC Score	Earmark Details	Proponent	Other Information
2024	608778	Central Mass	Southbridge	SOUTHBRIDGE- INTERSECTION IMPROVEMENTS AT CENTRAL STREET, FOSTER STREET, HOOK STREET AND HAMILTON STREET	3	HSIP	\$4,582,437	\$916,488	\$824,839	\$91,649	14	62.5		Southbridge	Construction, CMAQ + HSIP + STBG Total Project Cost = \$4,582,437, Design Status = 25%, YOE = 12%
2024	608778	Central Mass	Southbridge	SOUTHBRIDGE- INTERSECTION IMPROVEMENTS AT CENTRAL STREET, FOSTER STREET, HOOK STREET AND HAMILTON STREET	3	STBG	\$4,582,437	\$1,832,975	\$1,466,380	\$366,595	14	62.5		Southbridge	Construction, CMAQ + HSIP + STBG Total Project Cost = \$4,582,437, Design Status = 25%, YOE = 12%
2024	609253	Boston Region	Wilmington	WILMINGTON- INTERSECTION IMPROVEMENTS AT LOWELL STREET (ROUTE 129) AND WOBURN STREET	4	CMAQ	\$5,063,392	\$3,400,000	\$2,720,000	\$680,000	53	59.5		Wilmington	Construction; CMAQ+HSIP Total Cost = \$5,063,392; MPO Evaluation Score = 53
	609253	Boston Region	Wilmington	WILMINGTON- INTERSECTION IMPROVEMENTS AT LOWELL STREET (ROUTE 129) AND WOBURN STREET	4	HSIP	\$5,063,392	\$1,663,392	\$1,497,053	\$166,339	53	59.5		Wilmington	Construction; CMAQ+HSIP Total Cost = \$5,063,392; MPO Evaluation Score = 53
Bicycle a	nd Pedestrian							\$8,514,072	\$6,811,258	\$1,702,814					
2024	607825	Southeastern Mass	Wareham	WAREHAM- CONSTRUCTION OF BIKE LANES ALONG NARROWS ROAD AND A SHARED USE PATH ADJACENT TO MINOT AVENUE INCLUDING RELATED WORK	5	CMAQ	\$5,145,392	\$5,145,392	\$4,116,314	\$1,029,078	43	38.5		Wareham	a) Construction; b) Total Cost = \$5,145,392 - CMAQ d) EC Score 43 of 100; h) Project Proponent - Wareham; i) Status Pre 25%; TAP Eligible, Anticipating CMAQ Eligibility
2024	609211	Boston Region	Peabody	PEABODY- INDEPENDENCE GREENWAY EXTENSION	4	CMAQ	\$3,368,680	\$1,972,500	\$1,578,000	\$394,500	34	37		Peabody	Construction; CMAQ+TAP Total Cost = \$3,368,680; MPO Evaluation Score = 34; TAP
	609211	Boston Region	Peabody	PEABODY- INDEPENDENCE GREENWAY EXTENSION	4	TAP	\$3,368,680	\$1,396,180	\$1,116,944	\$279,236	34	37		Peabody	Construction; CMAQ+TAP Total Cost = \$3,368,680; MPO Evaluation Score = 34; TAP
ransit G	rant Program							\$2,000,000	\$1,600,000	\$400,000					
2024	S10782	Boston Region		COMMUNITY CONNECTIONS PROGRAM		CMAQ	\$8,320,000	\$2,000,000	\$1,600,000	\$400,000	N/A			Regionwide	Planning, Design, or Construction; Set Aside for
Roadway	Improvements	3						\$10,388,407	\$8,310,726	\$2,077,681					
2024	609035	Northern Middlesex	Westford	WESTFORD- REHABILITATION OF BOSTON ROAD	3	CMAQ	\$9,591,597	\$4,000,000	\$3,200,000	\$800,000	7.55			Westford	
2024	609035	Northern Middlesex	Westford	WESTFORD- REHABILITATION OF BOSTON ROAD	3	STBG	\$9,591,597	\$5,309,688	\$4,247,750	\$1,061,938	7.55			Westford	
2024	609035	Northern Middlesex	Westford	WESTFORD- REHABILITATION OF BOSTON ROAD	3	TAP	\$9,591,597	\$281,909	\$225,527	\$56,382	7.55			Westford	
2024	609459	Martha's Vineyard	Tisbury	TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY	5	STBG	\$1,131,077	\$796,810	\$637,448	\$159,362					AC Years 1-2 (FFY 2024-2025); Total project cost: \$1,131,077. D5 waiting for final report
ADA Retrofits							\$4,284,246	\$3,427,397	\$856,849						
2024	610647	Southeastern Mass	Wareham	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	5	STBG	\$4,284,246	\$4,284,246	\$3,427,397	\$856,849	47			MassDOT	a) Construction; b) Total Cost = \$4,284,246 STBG; d) EC Score 47 of 100; i) Status Pre
Section 2	A / State Priorit	tized Reliability Pr	olects					\$311.542.589	\$253,698,440	\$57.844.150					

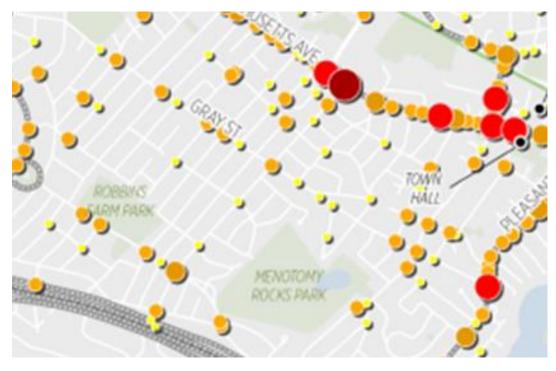
RESPONSIVENESS AND TRANSPARENCY

STRATEGY: Test Before You Invest.

STRATEGY: Implement tactical projects rapidly to address safety concerns.



STRATEGY: Develop and implement a Neighborhood Traffic Calming Program to address safety concerns.



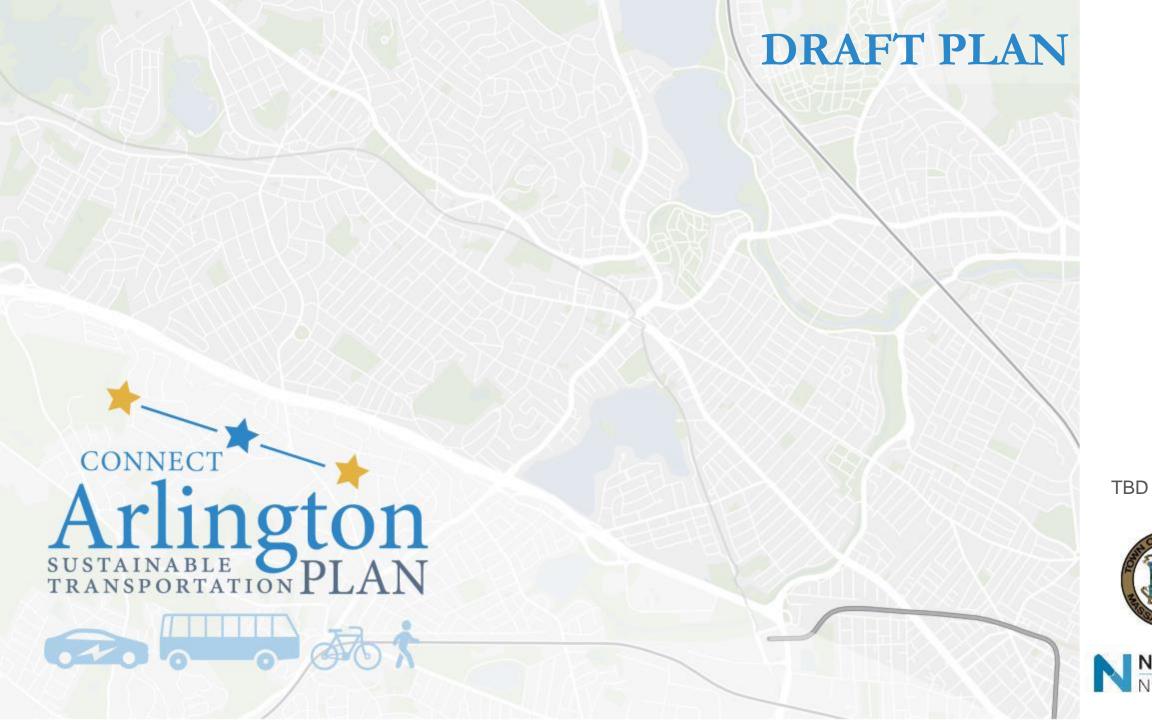
ZOOM POLL

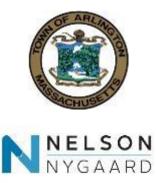
What do you feel would best improve responsiveness and transparency in Arlington?

- More effectively communicate transportation project updates, construction impacts and other service issues proactively.
- Developing and regularly updating a Local Transportation Improvement Program (LTIP)
- Implement tactical projects rapidly to address safety concerns.
- Develop and implement a Neighborhood Traffic Calming Program to address safety concerns.

Question & Answer Period





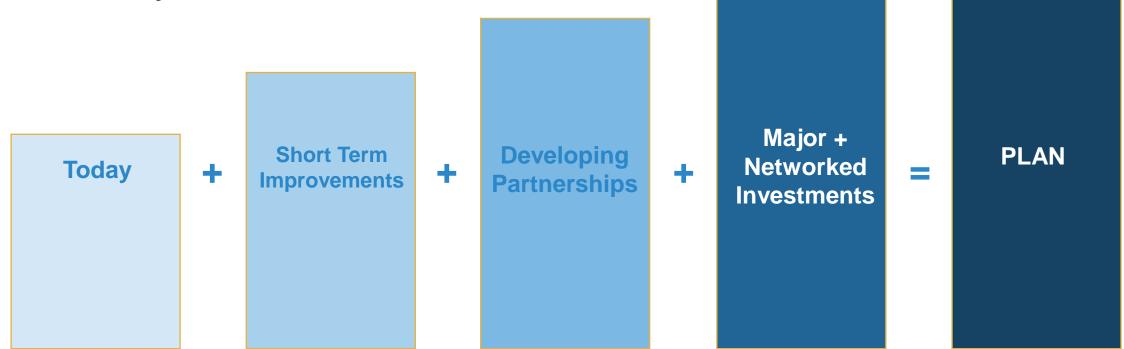


FINAL STRATEGIES: FRAMEWORKS

What the Town can implement independently.

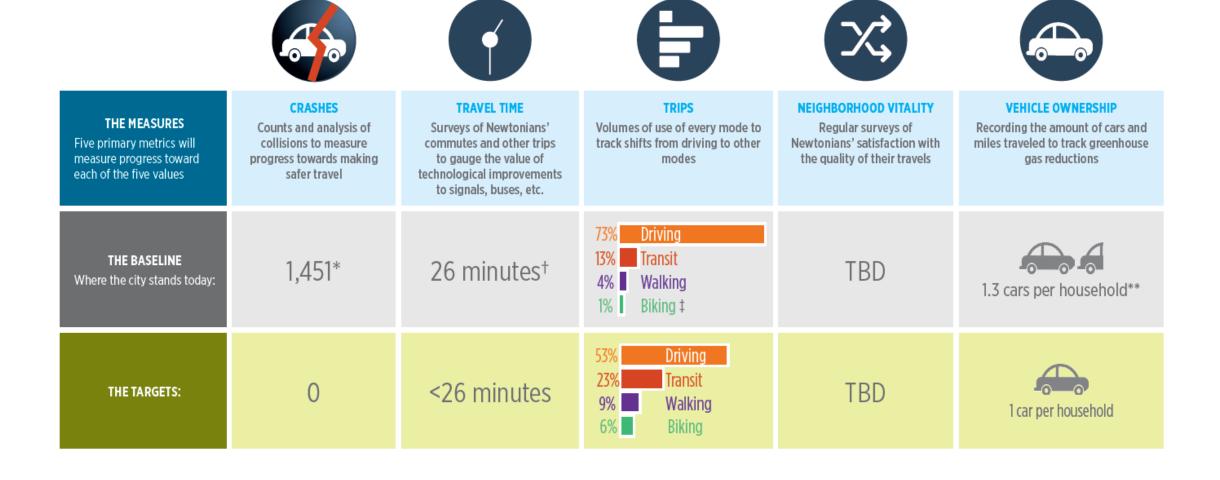
When and which partners are needed for larger projects?

What may feel out of the Town's control?



FINAL ACTION PLAN

A road map that tracks progress



THANK YOU!



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